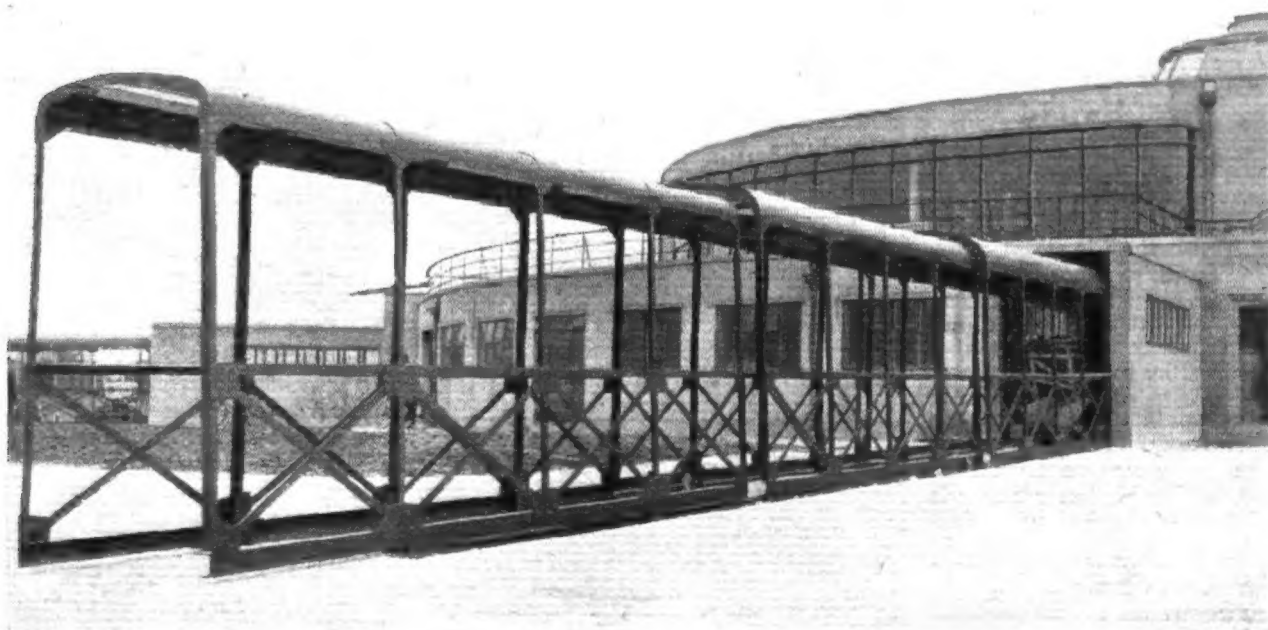


COMMERCIAL AVIATION

— AIRLINES — AIRPORTS —



THINGS TO COME : An impression of the Gatwick terminal building, showing one of the six telescopic entrance "gangways." The airport will be opened by Viscount Swinton on June 6. British Airways and several charter firms will make it their operating base and Railway Air Services will be using it for their southern extensions. (Flight photograph.)

THE WEEK AT CROYDON

*"Hanno" Back : Coach Comfort : Getting in the Wrong Aeroplane :
Guinea Pigs—without Top Hats—Fly to Copenhagen*

A REGISTRATION we have not seen overhead at Croydon for some considerable time was observed last week when G-AAUD, better known as *Hanno*, was flown by Capt. Perry for the first time after a spot of bother at Kisumu last autumn. The machine has been rebuilt at Croydon, and on Monday Capt. Rogers left for Cairo with it. They will be welcomed warmly on the Empire routes in this season of intensive flying, when every machine is needed.

Last week I noticed a couple of new Imperial Airways' passenger coaches at the Airport, painted in silver and grey, and beautifully upholstered internally. Whoever worked out the colour scheme and general effect deserves full marks, for these vehicles are really worthy of the comfortable and effective aircraft they serve. Curiously enough, there is a tendency to forget that the air journey begins and ends at the city centres, and to employ road transport unworthy of the standard of the aeroplanes. For example, how many road vehicles are internally warmed? Early morning passengers leaving London at about 6 a.m. can be thoroughly chilled before reaching Croydon, and passengers in raw weather, who have just arrived in nicely warmed aeroplanes, do not want chilling off for 35 to 45 minutes in an ice-cold coach.

The K.L.M. people are remarkably busy these days, with five services each way daily in and out of Croydon, the first at 7 a.m. outwards and the last inward at 10 p.m. Also, K.L.M. at Croydon has just started overnight bookings as well as the day work in this respect, so that the office is open for the whole twenty-four hours. Bookings are said to be remarkably good, and the "business man's express" at 7.45 p.m. from Croydon is, as in previous years, very popular with Dutch business men, who prefer

to sleep at home instead of tossing feverishly on the briny deep all night.

One of the Imperial Airways' passengers recently was a nine months old baby from Croydon to Entebbe, Africa. Supplies of special baby food were ordered all along the line to the alarm of bachelor station superintendents. It is not, however, strictly true that one of these, told to get in a supply of "Cow and Gate," and ever anxious to oblige, paraded to meet the aircraft with a door and a goat, that being the best he could manage in the face of local difficulties.

Rollason Aircraft, Ltd., have just taken another hangar in order to separate the servicing and maintenance side from other work. They are, of course, servicing the extensive air lines operated by British Continental Airways, Ltd., with whom Rollasons are very closely associated. Personal Airways, Ltd.—the new company of which Capt. "Bill" Ledlie is a co-director with the Hon. Peter Beatty and the Hon. Peter Pleydell-Bouverie—is also serviced by "the Rollason men." Rollasons now have in hand, among other work, a Dragon from Western Airways, Ltd., for overhaul, and the second Imperial Airways Wessex, which is to be fitted with dual control.

Newspapers were all worked up on Saturday and Sunday last about the alleged traveller by K.L.M. from Holland, who, while seeing his friends off, was carried away in the evening machine and landed at Croydon before he was aware of having started. Actually, it was a very ordinary case of a man making a last-minute decision to accompany his friends to England, stay the night with them and return by the 7 a.m. machine from Croydon next morning, which landed him in Holland at 9 a.m., in time for the day's work. He was an ordinary fare-paying pas-